

Hoosier Tailfin



Summer 2020 Edition

A publication of the Indiana Region of the Cadillac and LaSalle Club

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Front cover: BOPC Show in Lebanon, IN, June 6th, 2020. L to R: Jeff Shively's 1941 Series 62 (Best Cadillac), Jim Smith's 1939 Cadillac Sixty Special, Jim Smith's 1937 Buick Special.



Thoughts from the Director, *Warner Young*

2020, the year of the Covid virus. Who would have thought? After some debate, we decided we could hold the BOPC show in Lebanon. I asked Michael Fellenzer to schedule good weather if we were going to do this. So that plan worked out. Things are slowly picking back up, but wow, it's been at a snail's pace. People whose jobs were affected would say it's been slower than that.

After many years of yeoman service as our Editor of the *Tailfin*, Jeff Shively has stepped aside. Michael Fellenzer is our new Editor. Michael has many years of IT experience and is very capable of maintaining our high standards for the *Tailfin*. Thanks Michael for taking on this responsibility. Jeff Shively will stay on the Board as a Member-at-Large.

Another change for 2020 will be our Webmaster. After several years of excellent work, Beth Reedy will pass along those duties this fall. We have a volunteer and will shortly announce that change.

We will have discussions for additional car collection visits this year or possibly next year. We have been invited to a collection near Seymour for October 3rd. More information on that will follow. Several members attended the annual Columbe picnic near Shelbyville on July 18th. Several car clubs are invited each year. Joe's farm is several miles east of Shelbyville, in the middle of some beautiful Indiana farm land.

As you know the Grand National in Kansas City and the Fall Festival at the Gilmore Museum have been cancelled. The August National driving tour in Oregon was also cancelled.

Bob Dylan stated that "these times, they are a changin". I would say that sums up the state of affairs in 2020.



Lars Kneller, Special Commendation

The Indiana Region of the Cadillac & LaSalle Club presented this special commendation award to Lars Kneller for his many years of perseverance in pursuit of automotive (mostly Cadillac) excellence in the theatre of automotive restoration.

He has shown outstanding dedication to the sometimes disagreeable task of getting the darn things to work. His years of work have not gone unnoticed by the Indiana Region. And, of course, we are wishing you many more years of this sometimes tiring effort.

Barry Wheeler, Legacy Award

The Indiana Region presented Barry Wheeler a Legacy Award, dated June 6, 2020, in recognition of his lifetime of service to the CLC. As well as being a long-time Board member in Indiana, Barry has been a long-time member of our National Board serving as National President from 1990 -1993. His award reads:

Indiana Region, CLC Legacy Award

Presented to Barry Wheeler, this 6th day of June, 2020.

In recognition of a lifetime of selfless service to the Cadillac & LaSalle Club. Thank you for your exceptional service, dedication and leadership to the Cadillac & LaSalle Club.



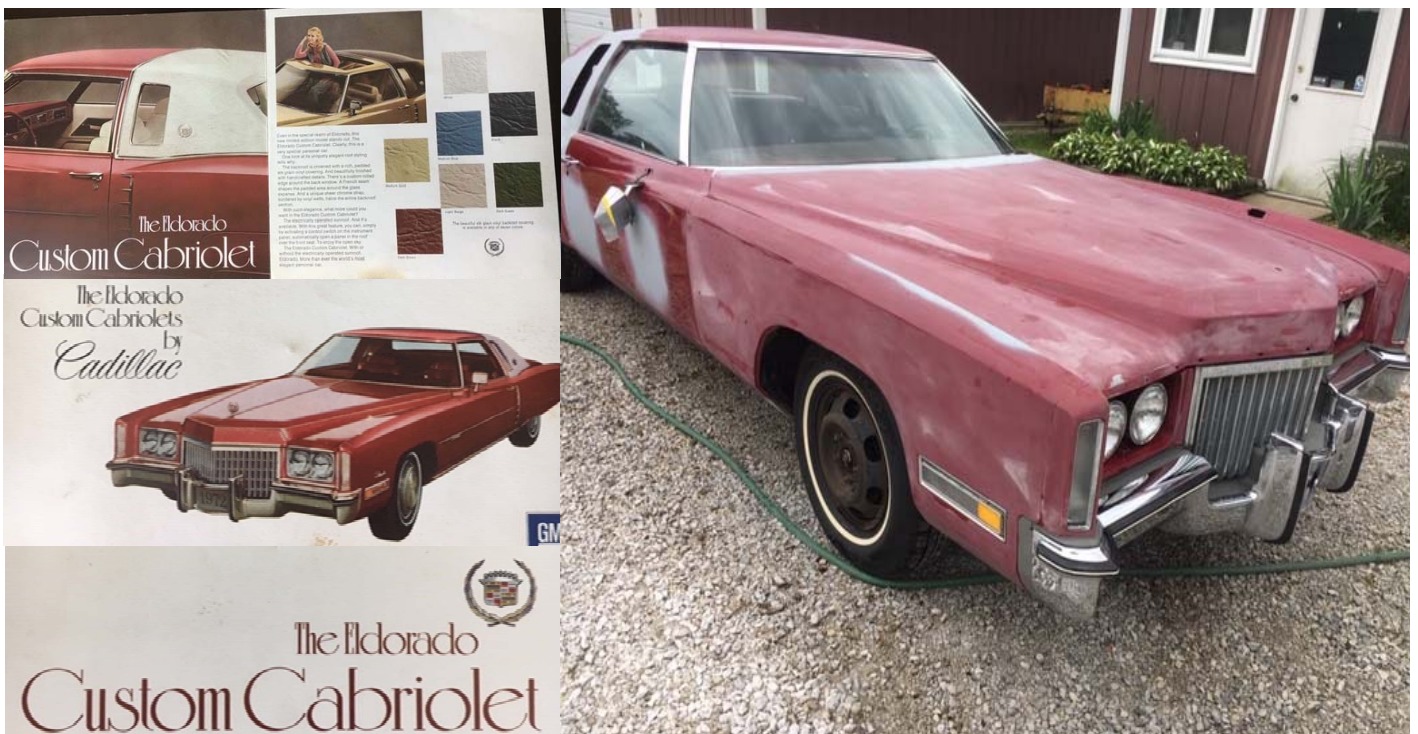
Barn Update, *Lars Kneller*

Every situation does have positive aspects, and this one has provided more time to work on cars and drive them, though mostly not in organized events. I was very happy our region's show was successful on June 6, and am sorry I missed it. My daughter and son-in-law who live in Los Angeles get very little time off work (particularly at the same time) and visited that Friday and Saturday, thus my absence. I am glad we set a record attendance and hopefully this provides momentum for our region and the hobby in general.

As expected, I have had much time in the barn for various projects. Two big accomplishments on the **1958 Fleetwood** are the repair of the power antenna and the trunk pull down. Luckily I have a friend who has had extra time on his hands due to the pandemic. He tackled both projects for me, despite not really being an old car guy. He has become proficient at antenna repair, having also repaired the one for the **1963 Lincoln (NC)**. It took

a couple trials and errors for the trunk pull down, but is now fully operational. I now look for reasons to open the trunk, just to see it works! I also sent off my windshield washer to McVey's for repair. The wipers now work correctly (needs it functional for them to park when turned off), but I think something is wrong with my button in the car for the washer and it is not working. I have yet to investigate. I have hooked up my vacuum pump to the A/C and sucked it down, and it has held. So, I will be looking into getting it charged. Future projects are to get all the power locks to work, and the driver's side power vent to work.

Something unusual has happened at the Kneller home. You all may recall the **1972 Eldorado Coupe** that I purchased to work on with my nephew Josh. We fixed everything mechanically and got all the body work done. He then lost interest, and I didn't want to spend more money on it, so it has been residing in the storage barn at my body shop for about 4 years now. My ultimate goal was to get it



painted, put back together, and sell it. I was perusing the CLC Facebook page recently and someone had posted they were looking for a 71-72 Eldorado Coupe, and his budget was \$3000. Well, my eyes perked up! I messaged him that I happened to have one, and the price is \$3000! I explained the car to him and he was very interested. I called Dick (the body man), and he unearthed it, charged the battery, and it fired right up. I washed it and took several pictures of its current state, and long story short, the man purchased it. I cleaned up and organized all the parts. It will be picked up soon and will live a new life in Texas. So yes, occasionally I sell a car.

The **1972 Eldorado Convertible's** heater had ceased functioning. Luckily it just turned out to be the water control valve. It has been replaced and is now nice and warm on cool days. The radio for the **1973 Formal Limousine** spent all winter getting repaired. The repairman never could get the signal seek working on FM (believe me, he tried). It finally arrived home, and I just about had it reinstalled, when I noticed the shaft for the On-Off -volume switch was too short for the knob to fit on. I called the repairman and he feels it probably was damaged in shipping. So back to him it goes for repair 2.0. You may recall I had the MRC's **1970 Eldorado** stored over the winter. My goal was to deliver it there in April, but Gilmore was closed. I did finally do that the end of May. It is a very nice

original car. I can attest the first year 500 cu.in. engine is VERY peppy too!

I had a couple accomplishments on the **1966 Toronado (NC)**. My headlamps would not open. I suspect the issue was partly the switch, and it also had 1967 vacuum motors too with no stops to hold them open. I removed the vacuum motors and replaced them with electric actuators. They now open and close quite nicely, however only low beams work. My suspicion is the dimmer switch, but have yet to investigate. You may also recall the HVAC did not work at all. I started going through the diagnostic process using Cadillac Tim's manual for the 1966 Cadillac. I think it may have just been a bad connection to the master switch (the car has the optional Comfortron), and the hot wire for the fan had fallen off. After messing around with both of those, it magically started working! I have removed the A/C compressor as it was a used Buick one. With time, I'll get a new one, put new guts in the dryer, and probably redo the hoses to assure no loss of expensive Freon. It is nice to occasionally have a project go easier than expected. Lastly, I replaced a couple fuel lines that were leaking. They appeared to be original.

With Indiana's restrictions easing up, I'm hoping for the opportunity for events. Jeff Shively and I did attend the Mecum Auction in Indy in July. There were a lot of cars, but not a lot of people. It felt good to finally do something car related!



Hoosier Tailfin Automotive Challenge, Summer 2020

- A. In 1938 Cadillac built the first concept car. T or F
- B. GM launched the Chevrolet Division in 1911 to add a low-cost line. T or F
- C. GM became the world's largest auto manufacturer in what year?
A. 1926 B. 1929 C. 1931 D. 1934
- D. Cadillac's first V-Series car was in what year? A. 1999 B. 2003 C. 2005 D. 2006
- E. Cadillac has one of the largest 3-D printing operation in existence? T or F
- F. How many models does Cad. Offer for 2020? (not counting the Escalade ESV or CT6V) A. 6 B. 7 C. 8 D. 9
- G. For 2020 the CT6-V offers a new V-8 called the Blackwing. T or F
- H. In 1953 the Cadillac V-8 and the Chrysler Hemi both had 210 HP. T or F
- I. What year did Cadillac drop the split windshield? A. 1949 B. 1950 C. 1951 D. 1952
- J. Cadillac's 3,000,000th car was produced in the 1965 MY. T or F
- K. In CY 1967, strong Eldorado sales equaled 22% of all Cadillac sales? T or F

The Passing of Janet Fay (Young) Smith, Wife of Jim Smith.

Carmel, IN—Janet Fay Smith, age 59, of Carmel, passed away Sunday, January 5th, 2020 after a long, courageous battle with cancer. Janet was a lifelong resident of the Indianapolis area. Janet was a skilled executive administrative assistant and was employed at HP Products Corporation until 1993. Her involvement with youth sports led to her employment with the Carmel Dad's Club. She married the love of her life, Jim Smith, in 1983.

She loved to travel and was a gourmet-level cook, and she and Jim visited many countries over the last several decades. Janet will always be remembered for her devotion to her family, her generosity, and her positive outlook that touched so many hearts.



Summer Quiz Answers

- A. False, By Buick
- B. False, launched by William Durant as an independent company.
- C. C. 1931
- D. B. 2003 CTS
- E. True
- F. B. seven, CT4, CT5, CT6, Escalade, XT4, XT5, XT6
- G. True, 550 HP
- H. False, Chrysler was 180 HP
- I. B. 1950
- J. True, 11/4/1964
- K. False, In calendar year 1967 Cadillac produced 213,000 cars, 20,800 were Eldorado's (9.8%)

ANNUAL BOPC SHOW, *Pat Carney*



A perfect late Spring day, warm weather, sunny, nary a cloud in the sky. Quarantined for two months, vintage Cadillacs have been sitting in garages, lonely, bored and wanting to stretch their legs.

With much discussion, forethought and planning, the 32nd annual Buick, Oldsmobile, Pontiac and Cadillac meet was going to happen. The BOPC car meet is held in early June. Long a staple of Kokomo, Indiana, it was moved in 2019 to Lebanon, Indiana by the Pontiac club. Three clubs alternate hosting the show - Buick, Pontiac and Cadillac.



This year was our rotation. The Indiana CLC, met via video conferencing in late April to decide the fate of the meet. Very cautiously we decided to go ahead. With cooperation from the Lebanon Parks Department, local government officials and help from the Pontiac group, we set a date, made arrangements and announced our decision.

Slowly we had a few registrants trickle in. We met again. Do we continue? What about monies spent? It was decided to go ahead. On the night before, a number of us met at the park for setup. We stuffed envelopes, formed a layout for show cars and decided a few last-minute details. Soon we were run out of the park by demonstrators. This seems to be

the year for curve balls. We persevered.

On Saturday morning, we had roughly twenty-five cars preregistered, weather forecast was promising, but what happened was not expected. Tired of sleeping in their heated garages, cars from four states motored to central Indiana to participate including Indiana, Kentucky, Illinois and Ohio – double the number of vehicles historically associated with this meet.

People were happy to be out. Cars were happy to be on display. We were very pleasantly surprised.

Of the 66 cars displayed, we had 14 Buick's, 22 Cadillac's, 13 Oldsmobile's and 17 Pontiac's. This was quite a change from prior years with one Oldsmobile being average. Of those displayed, roughly a dozen were prewar, many seventies and eighties, with a smattering of nineties and aughts thrown in.

Voting is very casual, with attendees voting on their pick of best in class, minus their own class, of course. Winners included five Buicks, seven Oldsmobile's, seven Pontiacs and four Cadillacs. We also had three vehicles in a modified class, best of show award and a special award for Jay Wignall for longest restoration project. Jay bought his project car in 1971. He is still working on her today.

(Continued next page)





Highlights of the show include a 1970 Pontiac Lemans owned by Gib and Cindy Vance. Jeff Griffin's 1957 Buick Century, a 1984 Oldsmobile Hurst Cutlass owned by Terry Lamey, and our very own Jeff Shively with his 1941 Cadillac Series 62 convertible. Best of show went to Mike Smith with a 1941 Oldsmobile Ninety Eight Club Coupe.

Other Cadillac winners are Don Shuck with his 1941 Fleetwood 60 Special, Charlie Mullins with his 1941 Fleetwood 60 Special and Gary Henry with his 1995 Fleetwood.



This show was an overwhelming success. A perfect storm -beautiful weather, longing to get out of the garage -timing was perfect. What a beautiful way



to spend a late Spring day. Whether your interest is prewar Detroit steel, GM muscle from the heydays of the 1970s, land yachts of the sixties and seventies or perhaps, a Pontiac Fiero. All was there to see. Enthusiastic caretakers eager to share stories about their passion, sun and warm breezes, friendly competition and, most of all, gorgeous cars.

Thanks to the Indiana CLC, Indiana Buick Club, Indiana Pontiac Club and Oldsmobile connoisseurs from several states for making this program a success.



Photos by Jeff Shively, Matt Gerhard, Pat Carney and Michael Fellenzer

Best of Show

1941 Oldsmobile
98 Club Coupe
Mike Smith



Manufacturer Winners

Buick	Oldsmobile	Pontiac	Cadillac
Jeff Griffin	Terry Lamey	Gib & Cindy Vance	Jeff Shively
1957 Century	1984 Hurst Cutlass	1970 Lemans	1941 Series 62 Convertible

Class Winners

1st Place	2nd Place	3rd Place
Pre War, Class A		
Don Schuck 1941 Cadillac Fleetwood 60 Special	Carl Garland 1941 Buick Limited	Charlie Mullins 1941 Cadillac Fleetwood 60 Special
1946—1959, Class B		
Ed Hainje 1959 Pontiac Catalina	Darryl Brothers 1952 Buick Super Riviera	
1960—1969, Class C		
Bill Green 1965 Pontiac 2+2	Mike Marelli 1964 Oldsmobile F85	Jerry Ravenscraft 1967 Pontiac GTO
1970—1979, Class D		
Mark & Cathy Downey 1970 Oldsmobile Cutlass 442	Jay Hodges 1972 Buick GS	Rick & Lisa Kaiser 1973 Pontiac Trans Am
1980—1994, Class E		
Robert Harris 1988 Pontiac Fiero	Jim Tomlinson 1984 Oldsmobile Toronado	Rich Skaats 1983 Oldsmobile 98 Regency
1995—Present, Class F		
Gary Henry 1995 Cadillac Fleetwood	Jim Antle 1996 Oldsmobile 98	Tracy Williams 2009 Pontiac Solstice
Modified, Class G		
Dana Hinricks 1970 Buick GS		

ANNUAL BOPC SHOW



Photos by Jeff Shively, Matt Gerhard, Pat Carney and Michael Fellenzer

Seen at the RM Sotheby Auburn Auction!

